

***Fauquier County as  
Prospective PRTC Member –  
What Has Held Things Up?***

Briefing for  
Fauquier Board of Supervisors  
May 10, 2007

# ***Situation in Brief***

- Fauquier County's expressed interest came at a time when VRE's existing members were in the early stages of addressing issues related to current "governance" arrangements
- VRE's existing members felt it was incumbent upon them to address these issues first, changing "governance" arrangements as necessary, so a prospective member like Fauquier County could assess whether membership under new arrangements is in its interest
- The effort took longer than originally expected, but resolution is now imminent

# ***What Issues Do the Changes in Governance Resolve?***

- Making the local subsidy allocation fairer
- Streamlining the decision-making process in a way that accords all of VRE's sponsoring local governments a direct say in VRE's governance

# ***Changing the Local Subsidy Allocation***

Existing formula warrants change, as comparison of ridership and subsidy percentages below indicates

<b>Jurisdiction</b>	<b>Ridership</b>		<b>Subsidy</b>	<b>Difference</b>
<b>Fairfax County</b>	<b>20.0%</b>		<b>44.7%</b>	<b>24.7%</b>
<b>Fredericksburg</b>	<b>2.9%</b>		<b>1.3%</b>	<b>-1.6%</b>
<b>Manassas</b>	<b>5.4%</b>		<b>4.9%</b>	<b>-0.5%</b>
<b>Manassas Park</b>	<b>2.4%</b>		<b>2.1%</b>	<b>-0.3%</b>
<b>Prince William County</b>	<b>31.8%</b>		<b>33.6%</b>	<b>1.8%</b>
<b>Stafford County</b>	<b>16.7%</b>		<b>10.4%</b>	<b>-6.3%</b>
<b>Alexandria</b>	<b>0</b>		<b>1.2%</b>	<b>1.2%</b>
<b>Arlington</b>	<b>0</b>		<b>1.8%</b>	<b>1.8%</b>
<b>Non-member jurisdictions</b>	<b>20.9%</b>		<b>0%</b>	<b>-20.9%</b>
<b>Total</b>	<b>100.0%</b>		<b>100.0%</b>	

# ***Streamlining the Decision-making Process***

- Under VRE Master Agreement, commissions make all decisions except those they have delegated to the VRE Operations Board
- There is an-already adopted plan to delegate more to the VRE Operations Board but, even after full implementation, certain “large” decisions still require commissions’ concurrence
- The VRE Operations Board is currently limited to three representatives from each of the two commissions, without weighting of votes commensurate with member jurisdiction’s subsidy or ridership
- The Board structure excludes certain members from a direct say, a problem that the addition of new members would compound

# ***Changes Now Awaiting Member Governments' Approval***

- Change to subsidy allocation formula
  - 100% ridership-based rather than current 90% ridership: 10% population-based formula
  - Phase-in over four years beginning in FY 2008
- Expanded VRE Operations Board
  - All local sponsors (and DRPT) represented
  - Seats a function of ridership – 1 seat for less than 15%, 2 seats for 15-25%, and 3 seats for more than 25%
  - Weighted voting when there is not unanimity
    - Weights based on local subsidy shares
    - Approvals require 60% of the weight and specified # of assenting local jurisdictions

# ***Where the Deliberations Now Stand***

- Commissions (NVTC and PRTC) approved “governance changes” recommendations on April 5th, urging that member governments do so as well (as required since these changes would alter the VRE Master Agreement, which requires unanimous consent)
- At the same time, Commissions embraced objective of continuing to explore and identify steps necessary for the VRE to attain independent status and/or full autonomy
- Expectation that member jurisdictions will approve before end of fiscal year FY 2007, so the resumption of discussions with Fauquier County is now timely

# ***Fauquier County as a PRTC Member (based on “governance changes”)***

- One seat on the VRE Operations Board
- PRTC membership (one seat) and 2% motor fuels tax availability (estimated yield of \$2.15M in FY 2008)
- Share of VRE local subsidy – if this were operative in FY 2008, Fauquier’s share of the subsidy would be \$456K as shown on next slide
- Share of PRTC administrative expense – allocated by statute based on motor fuels tax yield, resulting in FY 2008 cost of \$19K
- Fauquier County to help alleviate parking shortage at the VRE Broad Run Station (e.g., by sponsoring shuttle bus service and sharing the cost of eventual parking expansion)
- No immediate pursuit of Bealeton rail extension; other investments being pursued at present (including Gainesville – Haymarket rail extension) are higher priorities
- Remainder of 2% motor fuels tax available for County to use on eligible expenses as it sees fit, subject to PRTC concurrence as is the practice for all members



# ***FY 2008 Subsidy Allocation***

	<i>Current</i>				<i>100%</i>
	90/10				Ridership
Jurisdiction	Formula	Year 1	Year 2	Year 3	Year 4
Alexandria	\$113,140	\$113,140	\$113,140	\$113,140	\$113,140
Arlington	\$165,532	\$165,532	\$165,532	\$165,532	\$165,532
Fairfax County	\$4,864,249	\$4,569,734	\$4,275,218	\$3,980,702	\$3,686,186
Fredericksburg	\$299,111	\$315,349	\$331,586	\$347,824	\$364,061
Manassas	\$601,633	\$628,936	\$656,239	\$683,542	\$710,845
Manassas Park	\$325,022	\$344,649	\$364,276	\$383,903	\$403,530
Prince William County	\$4,335,343	\$4,454,175	\$4,573,007	\$4,691,838	\$4,810,670
Stafford County	\$2,218,787	\$2,331,677	\$2,444,567	\$2,557,457	\$2,670,347
Fauquier County	\$456,337	\$455,964	\$455,590	\$455,217	\$454,843

# ***Procedural Steps for Membership***

- Fauquier Board of Supervisors adopts ordinance calling for its inclusion in PRTC
  - Containing finding specified in 15.2-4504 of the Code)
  - Affirming that referenced MOU with PRTC specifying terms and conditions of membership has been executed
- Copy of resolution and certified copy of MOU filed with Secretary of the Commonwealth
- Secretary of the Commonwealth certifies that submission conforms with requirements of the Code
- Fauquier Board of Supervisors affirms receipt of certification in minutes of its proceedings

# **15.2-4504**

***.... that the orderly growth and development of the county or city and the comfort, convenience and safety of its citizens require an improved transportation system, composed of transit facilities, public highways and other modes of transport, and that joint action through a transportation district by the counties and cities which are to compose the proposed transportation district will facilitate the planning and development of the needed the needed transportation system.***

***Questions?***